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CENTRAL INTELLIGENCE AGENCY

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Loading Points of the Johanngorgenstadt Object 1 of SDAG Wismut

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Johanngeorgenstadt Ore Mill

1. This installation was located opposite the southern side of Johanngeorgenstadt railroad station and was known under the designation "ore mill". It had no rail connection of its own. Ore loosely packed into boxes 60 x 60 x 40 cm arrived on trucks. Shipments of cardboard containers were observed being loaded onto trucks with the aid of short conveyer belts and being dispatched in the direction to Schwarzenberg. These cardboard containers measured 60 x 60 x 40 cm and were manufactured at the Schwarzenberg hurricane lamp factory. Individual trucks were observed being loaded with heavy metal boxes 1 x 1 x 0.6 meters which were dragged by soldiers onto the trucks with the aid of rollers.

2. Plant 51, the ore sorting station at Johanngeorgenstadt railroad station, is located opposite the former freight shed. ¹

Shipping Activities at Object 98

3. Concentrate extracted from low-grade ore was dispatched by truck in the direction of Breitenbrunn. The material was packed into metal boxes measuring 1 x 1 x 0.6 meters.
4. Ore shipments arrived at Object 98 on field railway trucks from different directions. Concentrate was shipped out by truck; the material was packed in cardboard barrels or metal boxes. Consolidated shipments consisting of 8 to 10 trucks were observed leaving daily in the direction to Breitenbrunn. Their exact destination could not be determined.

Johanngeorgenstadt Loading Bunker ²

5. This loading bunker 40 meters long and capable of loading three railroad cars at a time was located 150 meters south of Johanngeorgenstadt railroad station. Ore deliveries from the mines to the loading bunker were made by field railway. There was little activity at this bunker, and not more than 3 or 4 men were observed working at this point.
6. Low-grade ore of grades 3 and 4 was directly loaded from the loading bunker (Stanza) at the railroad station into freight cars. A side track was connected with the railroad station.
7. Loading point 147 is located on the eastern edge of Johanngeorgenstadt. At this point low-grade ore was of grade 2 transhipped via the bunker into railroad cars.

Construction of Ore Bunkers in the Johanngeorgenstadt Area ¹⁰

8. A 2,000-ton wooden ore bunker was constructed at Mine 54 in 1953. ³ Material from this bunker was shipped by field railway to Object 98. A wooden 1,000-ton high bunker was constructed in Wittigsthal between 1952 and 1953. ⁴ It was located 500 meters south of Johanngeorgenstadt railroad station and served the loading of low-grade ore into freight cars. A 300-ton bunker at Mine 1 constructed in 1953 exclusively served Mine 1. Material was dispatched from this bunker by tipping cars to Object 98.

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Three ore bunkers were constructed in the area of Mine 51 between 1952 and 1953. Two of these bunkers had a 500-ton capacity each and were located at the mouth of shaft 51. The third bunker located within the mine area had a 200-ton capacity. Material was dispatched by field railway to Object 98. A sample mill, equipped with small ore crushers and a geophysical laboratory, was located at the former Mine 39 on the road from Johanngeorgenstadt to Schwefelberg. The ore bunker at Mine 18/53 was an old wooden structure with a 300-ton capacity. Material from this bunker was dispatched by truck to Object 98. The slurry pond of Object 98 was constructed in 1953/54 at a cost of 2,500,000 DME. It was 800 meters in diameter, and the dam was 40 cm high. The discharge pipe was 400 mm in diameter and fitted with 16 regulating valves. The slurry pipe, which was 300 mm in diameter, was suspended from a pipe bridge. The Georgenthal ore depot was constructed in 1950/51 at a cost of 120,000 DME. This depot is located on the bank of the Schwarzwasser river between Johanngeorgenstadt and Erlabrunn, some 2 km from Erlabrunn. 5

9. An ore storage bunker was located in the southeastern section of Johanngeorgenstadt, some 12 to 15 meters away from the road and some 50 meters from the Czechoslovakian frontier, opposite the administration of Mine 147. 6 This bunker was an old two-storied structure 10 x 10 meters across which was believed to be used as ore collecting point for Mines 31, 31 bis, and 147. Its installation included a conveyer belt 4 to 6 meters long and a radiometric sorting unit. Two slanted conveyer belts served in- and outgoing boxed-ore shipments. Ore was delivered to this point in boxes for further shipment to Breitenbrunn.

Breitenbrunn Low-Grade Ore Loading Point

10. The old ore storage bunker of Object 8 located south of the so-called ore mill at Breitenbrunn railroad station was dismantled in the summer of 1953. A new bunker was constructed some 1,500 meters west of Breitenbrunn in the autumn of 1952. 7 This bunker was 60 to 70 meters long and capable of loading 5 to 6 freight cars at a time. A wide loading ramp 80 to 100 meters long attached to the western side of the bunker served for direct loading into the railroad cars. This loading bunker was chiefly charged with material mined at former Object 8 and at Mines 257 and 270 near Raschau.
11. Incoming tipping cars were tested at the testing stand. Grades 2 and 3 ore (?) were dumped into the bunker. Grade-4 ore was directly loaded from the loading ramp into the freight cars.

Breitenbrunn Ore Mill

12. This Breitenbrunn installation located north of Breitenbrunn railroad station was generally called "Ore mill" or "Plant 58". 8 After dismantling of the old loading bunker, only the "ore mill" main building and a small shed were left within the fenced-in and guarded Object area. The main building was a two-storied or three-storied brick building 30 x 60 meters. The sound of ore crushers and coarse grinders could be heard from within this building. Soviet-operated trucks with canvas tops delivered boxed ore in cardboard barrels or sheet metal boxes to the installation.

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Shipments

13. Between December 1952 and March 1954, regular rail shipments of low-grade ore from Johanngeorgenstadt were observed passing Schwarzenberg railroad station at 0645, 1445 and 2245 hours respectively. These trains consisted of an average 20 freight cars with one additional car attached for the escorting personnel. It was learned by hearsay that these shipments proceeded to Aus.
14. Between October 1954 and June 1955, one daily regular shipment consisting of 30 cars each carrying 20 to 24 tons of low-grade ore of grades I to III from Johanngeorgenstadt passed Schwarzenberg railroad station at 1500 hours in the direction of Lengenfeld. Empty cars returned from Lengenfeld around 1100 hours.
15. Depending on the output of the Breitenbrunn loading point, 0 to 5 freight cars were dispatched daily from this point to Schwarzenberg where they were attached to the regular freight train leaving for Lengenfeld at 2200 hours. Low-grade ore was also dispatched to Tannbergsthal via Aus, but the bulk of shipments was dispatched to Lengenfeld. No shipments were dispatched from Johanngeorgenstadt or Breitenbrunn via Schwarzenberg to Crossen.
16. Non-scheduled shipments of 10 freight cars from Johanngeorgenstadt, and another 10 cars from Annaberg-Buchholz loaded with cardboard containers arrived daily at Schwarzenberg railroad station. These cars which had a loading capacity of 22 to 24 tons were assembled into a special train leaving for Brest at 2200 hours.
17. In addition to above shipments, a weekly 10 box cars loaded with cardboard containers arrived at Schwarzenberg which were said to carry material from the Breitenbrunn ore mill.

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